

YELL FROM DALLES

Upper River's Opinion of Tidewater Fishermen.

TRY TO HOLD ASTORIA DOWN

Van Dusen and His Conclusions Made the Subject of Some 'Vitrolic' Comment by the Salmon Packers.

That Columbia river fisheries have forfeited all claim on the legislatures of Oregon and Washington for protection against the ruin that is impending is the sentiment of F. A. Seufert, mayor and canneryman of The Dalles. And Mr. Seufert threatens to tell the legislative committees so in plain English.

The greed of fisheries and their defiance of law, Mr. Seufert says, warrant the legislatures in turning a deaf ear to their complaints and in harkening only to the general interest in perpetuation of the salmon species. He hopes that the lawmakers will ascertain why the closed season has not been enforced and will take means to drive the fish wardens to their duty hereafter.

"Laws have been passed," he exclaimed last night, "but where are the fish wardens to enforce them and the fishermen and cannerymen to observe them? Money has been appropriated for hatcheries, but where are the eggs to keep them busy?"

Effect of Law.

The immunity of Columbia river fishermen from punishment, he said, has become an example for prostitution of law on every salmon stream in the two states. The bounty of the two states has been abused brazenly and liberal appropriations for hatcheries and wardens' salaries have gone almost for naught on account of the greed and lawlessness of the fisheries.

Mr. Seufert operates below The Dalles a form of gear which lower river interests desire to drive out of existence by legislation—wheels. Less than 6 per cent of the Columbia river pack is caught by wheels, while the other 94 per cent is caught by seines, traps and gillnets, the last named of which take between 65 and 79 per cent at the mouth of the Columbia and on the bar. Mr. Seufert says that he has fought the lower river interests in the legislature and is not afraid of them again. He points out that 95 per cent of the fish taken by wheels and at hatcheries bear marks of nets, showing how clean the nets sweep the river of fish.

In the legislatures of the two states this winter he and other wheelmen will fight for regulation of all gear and abolition of none; for continuance of the present closed seasons and for shortening of the summer open season. Lower river interests will contend for abolition of the spring and fall closed seasons and substitution thereof of the closed Sunday and for prohibition of wheel fishing between June 1 and July 1. The busy time for wheels is June.

The Early Runs.

Early runs of salmon which were to have been perpetuated by the spring closed season between March 1 and April 15, Mr. Seufert said, have been almost exterminated, and the late schools which come in from the sea during July and early in August are practically all that are left, because, in spite of the destructive work of fishermen, they have been propagated by hatcheries, while June and July fish have nearly perished from the waters of the earth.

Now that the late hatchery salmon are all that remain, Mr. Seufert says the fisheries are greedy to amend the law amended so they may not be hampered in catching what are left. Lower river interests, he declares, should not only fail to have the August closed season abolished, but should be allowed only 10 days' fishing in that month, as was the case up to passage of the present law in 1903.

"Tidewater fishermen," he remarked, "have been catching salmon in season and out, just as they pleased, and have defied the law and held fish wardens in contempt. On August 15 it was the sworn duty of the wardens to stop fishing. Did they do it? Not they. Mr. Van Dusen was gentle as usual, and said softly it was no use to save salmon after that time, because they would not reach the hatcheries anyhow."

The Big Run.

"But how does he know that? Can he not remember that in 1903 the big run entered the river July 29, and seven days later reached Celilo, one-third of the distance to the hatchery on Snake river? If the fish traveled one-third the distance to Ontario in seven days, might they not reasonably cover the whole distance in one month or two months? Mr. Van Dusen's own reports show that the salmon are ready to spawn at Ontario two months after the open season ends on August 15.

"Year by year the early runs have been diminishing until the stock is so nearly wiped out that hatcheries would

have difficulty in securing seed. Extension of the closed season from April 15 to May 1 might help to restore the early schools. The late schools, propagated by hatcheries, are practically the only ones left. And the lower fisheries would destroy them, too, if unrestrained.

"Each run of salmon is so regular that it appears in the river almost on the same day each year—that is, if not impeded by artificial obstacles as gillnets on the bar. Years ago the wheels of the Cascades used to take large quantities of bluebacks, a variety of salmon which made up nearly all of the up-river pack. Those bluebacks began to appear at the wheels about April 2^d of each year, and their arrival did not vary three days from that time, season to season.

"But these fish are almost entirely gone. Why? Because they were not propagated at hatcheries. This last season our cannery packed only 245 cases of bluebacks; the season before the number was about 400 and the season before that about 700. With the gradual disappearance of bluebacks we have had to deepen our wheels so as to catch chinooks.

"Now, what does the disappearance of the bluebacks prove? Just this: They are one of the early spring schools and like the others, have been almost destroyed. It is the same with the early runs of chinooks. Those big, strong chinooks which used to be caught in the Columbia are hardly ever seen now. This fact has been remarked by everybody. If we had had hatcheries to propagate the early schools as has been done with the late runs, and if the spring close season had been enforced, spring fish would be as abundant as autumn fish. But we did not have such hatcheries and must adapt ourselves to the conditions as they are and improve them as we can.

"What we have left is the result of previous legislation. The supply of salmon has adapted itself to existing statutes and we cannot change those statutes without hazarding the industry. The early schools are gone, but late schools are saved. We can keep the late fish if the wardens will enforce the law.

After Van Dusen.

"Mr. Van Dusen must resist the pressure of Astoria interests if he would save the fish from total annihilation. Competition among those interests is so severe and they are so bent on making immediate profit that they are hazarding their own future welfare, much as they theoretically desire to conserve the fish. He should move his office from Astoria and get away from that pressure. Until he does so he cannot act impartially."

Mr. Seufert declared that the warning to the fisheries is so obvious and costly example of Puget sound is so plain that there should be no hesitation about enforcing the closed season. He added that it was necessary to prohibit gillnet fishing on the bar in order to let the fish have access to the river. The fish warden has recommended a law to that end.

"I'm going to take a 350-fathom gillnet up to the legislature and spread it over the capitol," said Mr. Seufert, "so as to let the members see for themselves what small chance salmon have to enter the Columbia without going into cans and pickle. There are more than 1600 of such nets, about 700 miles of them, and 40 feet deep. Is it any wonder the salmon that escape to hatcheries are so few that schools of summer salmon are so late in coming in from the sea?"

FAIR OPEN SUNDAY.

The Lewis and Clark Fair Will be Open on Sunday.

Portland, Dec. 7.—Sunday on the Lewis and Clark exposition grounds will be observed in an enlightening and edifying manner. Instead of tightly closing the gates to the public all day, as was the case at St. Louis, they will be thrown open at noon, although all the machinery will be stopped and all the exhibit buildings except the Palace of Fine arts will be closed.

One of the greatest series of institutes the world will ever know is being planned for the exposition, embracing religion, education, civics, charities and corrections, labor science, history and women's work. Notable men and women from all parts of the world will be secured to deliver addresses, including famous exponents of Buddhism, Mohammedanism, and the religion of Confucius. A general program provides for an institute on each Sunday between June 1st and October 15th. The plan of keeping the exposition open, besides giving the people a chance to hear some noted speakers and become enlightened on many subjects, affords an opportunity to enjoy the beautiful architecture of the buildings and to drink in the glories of the landscape picture and the surrounding scenery.

SON ARRIGNED.

Charge Is That of Having Murdered His Mother—May Escape.

Auburn, Cal., Dec. 7.—Adolph Weber appeared in the superior court today to answer a charge of murder. His attorney moved to set aside the commitment on technical grounds, and the court took the matter under advisement.

The charge against Weber is that of having murdered his mother.

RAILROAD MEN MEET

Distinguished Company at a New York Banquet.

DISCUSSION ON LEGISLATION

Railroad Magnates Will Try to Secure Laws to Supplement Those That Have Proved Inksome to Them for Some Time.

New York, Dec. 7.—A conference of railroad presidents has just been held at the Metropolitan Club, where the real or official heads of nearly all the great railroad systems of the United States dined as the guests of Edward P. Ripley, president of the Atchafalaya, Topeka & Santa Fe. Nothing was made public as to the result of the deliberations which ensued.

There were 14 at the table and, besides the host, who represented his own road, there were: George J. Gould, representing the Missouri Pacific and Wabash systems; Edward H. Harriman, the head of the Union, Southern and Central Pacific systems; Marvin Hewitt, president of the Chicago & Northwestern; Samuel Spencer, president of the Southern railway; Roswell Miller, chairman of the Chicago, Milwaukee & St. Paul board of directors; A. J. Cassatt, president of the Pennsylvania; William H. Truesdale, president of the Delaware, Lackawanna & Western; William H. Newman, president of the New York Central; Charles S. Mellen, president of the New York, New Haven & Hartford; President Earling of the Chicago, Milwaukee & St. Paul; B. L. Winchell, president of the Chicago, Rock Island & Pacific; Robert Mather, president of the Rock Island Company, and F. D. Underwood, president of the Erie.

For some time, it is said, Mr. Ripley has been convinced that there were certain matters relating to the running of American railroads and phases of what might perhaps be called political questions having a direct bearing on railroading that ought to be frankly discussed by the heads of the leading companies. With this object in view, invitations to the dinner were sent out and Mr. Ripley came on from the west especially for it. Every man present had something to say, and it is understood, spoke his mind freely.

The exact nature of the discussion could not be learned but one of those present said that some sort of a statement might be given out at a later date. It was added, however, that all those present had a more satisfactory feeling regarding certain great questions affecting American railroads when the conference ended.

TARIFF REVISION.

Doubtful if President Roosevelt Will Call an Extra Session.

Washington, Dec. 7.—Since it became generally known that the president was in favor of a revision of the tariff the white house has been fairly besieged by republican "stand patters." All agree he has not quailed under their fire, nor even taken to cover. There are indications that he is willing to reconsider his views relative to an extra session of congress next spring if it can be shown clearly that the interests of the party demand a postponement of what he sincerely believes to be inevitable. At present they are bending every effort to prevent serious public discussion of the subject during the coming session. They are anxious to stave off the suggested special message from the white house on the subject. The president has so far acceded to their wishes as to omit any discussion of the general tariff in his annual message. Whether or not they will be able to induce him to "let well enough alone" until the fourth of March is a question. No less than two weeks ago the president declared to one of his callers that he would call an extra session in the spring unless something then unforeseen would cause him to change his mind. He is now feeling the pulse of the leaders, and it is believed that he will come to see that an extra session in the spring would be obnoxious to the majority of the leaders. He has not yet said that he would not call such a session, but as matters are now shaping themselves an extra session seems more remote than it did two weeks ago.

Turks Drowned.

Tripoli, Dec. 7.—A boat from the Turkish Corvette Mansura, manned by 40 seamen, sunk in the roadstead here today, and 15 of the crew were drowned.

Burned by a Brick.

Mishawaka, Ind., Dec. 7.—Mrs. Fred Marker was nearly burned to death on Wednesday at her home here. In order to keep warm during the drive Mrs. Marker had placed a hot

iron in her buggy before leaving town. When about four miles out she discovered that the robes and her dress were on fire. She jumped from her buggy and stood enveloped in a sheet of flame.

A passing farmer ran to her assistance and with blankets smothered out the blaze. Mrs. Marker is in a serious condition.

ERICKSON COMES OUT.

Few Men Leaving Alaskan Gold Fields During the Winter.

Seattle, Dec. 7.—A special to the Post-Intelligencer from Valdez states that George M. Hill, Peter Erickson and Charles W. Bram have arrived with dog teams after having been 16 days out from Fairbanks. They are the first arrivals over the winter route.

All three of the men predict that not more than 100 men will come out this winter. They report their camp is in excellent condition and that supplies generally are plentiful but that prices are high. Pepper is selling for \$3 a pound and horse feed \$300 a ton.

Victim of Holdups.

Los Angeles, Dec. 7.—Messenger Evan Roberts of the Wells, Fargo Company, who was shot by a train robber while en route to Los Angeles over the Santa Fe railroad, near the Needles Monday morning, is dead.

Correct Clothes for Men

Any affectation whatsoever in dress implies, in my mind, a flaw in the understanding.
—Lord Chesterfield to his son.

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